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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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Hongkong Daily Press.

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Hongkong, 5th December, 1908. [a918]

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Hongkong, 25th December, 1908. [a32]

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[a34]
Hongkong, 12th December, 1908.

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This Collection was gathered together by prominent Members of the Art Society of
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arranged to take place during 1912, on account of the postponement of which the collection
has been brought to this City for Sale.
Such an opportunity of acquiring objects of Japanese High Art seldom occurs.
On View TO-DAY (WEDNESDAY), the 16th inst.
Catalogue will be issued.
Terms—As usual.
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[a663]
Hongkong, 16th December, 1908.

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The GOLD MEDAL for Quality in the
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"WHITE HORSE" WHISKY.
To His Majesty
THE KING
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Appointment.
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Quality
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\$15 PER DOZ.
NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies.
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FROM THE
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COMPREHENSIVE PAINTINGS BY THE WELL-KNOWN ARTISTS:
CHARRENTIER, RENARD, SERRET, DIDIER, FINGGER, FERRY, PAULUS,
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LENCHIE, HOLMSTEDT, ARTOT, BERQUIN, ETC., ETC.
ON MONDAY AND TUESDAY,
the 21st and 22nd DECEMBER, 1908, commencing each day at 2.30 p.m., in the
CITY HALL (ST. ANDREW'S).
N.B.—The attention of the public is drawn to this opportunity of purchasing valuable
works of art which are the finest that have ever been offered for sale in this Colony.
Catalogues on application.
GEO. P. LAMBERT,
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[a665]
Hongkong, 15th December, 1908.

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Atlas of the Chinese Empire; very fine
Maps, Large Scale... \$9.00
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Plains of Silence, by Askew
Kate Meredith, by Catharine Hynes
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Benita, by Rider Haggard
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Hill Rise, by Maxwell
A Set of Six, by Conrad
The Diva's Ruby, by Marion
Crawford
By Faith Alone, by René Bazin
Love the Harvester, by Mai
Pemberton
The Ancient Law, by Ellen Glasgow
Streets of Birnam Road, by Fetti-
Bidge
The Great Miss Driver, by Anthony
Hope
The Ghost Kings, by Rider Haggard
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[a31]

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Well Furnished Reception Rooms.
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Electric Lifts to each Floor.
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Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
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[a1475]

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
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Hongkong, 24th July, 1905. [a1475]

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Telephone No. 134.
Telegraphic Address: "SACHSOLA."
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ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a40]

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2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. [a1326]

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Table D'Hôte at Separate Tables.
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Hongkong, 5th October, 1908. [a1268]

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GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to
Tourists.
REASONABLE RATES.
WM. FARMER,
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[a1623]

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(HOTEL-SANITARIUM OF SOUTH
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THE Hotel is under European manage-
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food, cleanliness and hygiene of the place.
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a161]

In your opinion would they make sufficient noise to distract the attention of persons in the cathedral?—I should think so.

Will this noise be continuous?—As long as the cars are running the vibration of the tracks caused by the rope running over the pulleys will be continuous.

Even if the car has passed the cathedral there will be a noise?—With the up car there will be no noise, but with the down car there will be a noise until it stops at the bottom.

Have you ever had any personal experience beyond the North bridge of noises made by cars passing over a small trestle bridge?—Yes, in the Isle of Wight there is a line of railway carried over a similar trestle to this, which is about 30 feet high. Two people travelling in a carriage on this line could not hear each other speaking on account of the noise made.

Do you know the houses belonging to the Mission in the vicinity?—Yes.

What would be the effect, as far as their privacy goes, if the line projected in blue is adopted?—After sunset they would have to close their shutters.

Why?—Because anyone passing in trams could look straight in through the bedroom windows. The line is only about 60 feet away, and 20 feet above.

If the tramway were constructed on the route marked in red, would the objection as far as noise is concerned be done away with?—Yes.

And what about the privacy?—It would not be affected.

You see no objection I understand, then, to the original alternative route?—No.

Why would there be little or no noise in that event?—Because the rails would be laid on solid ground, and there would be no vibration. The line would be straight and would obviate the necessity for these curves and the pulleys which accentuate the noise.

The line marked in red would necessitate cutting through the gardens?—Yes.

Could such cutting be made adequately without disfiguring the gardens?—Yes.

You are, in the course of your profession, called upon frequently to value property here?—Yes.

Will you state what, in your opinion, would be the effect upon the capital value of this church property if to tenants if the line were built as projected on blue?—I should think the value would be very much less, and there would be some difficulty in getting tenants.

Would there be any greater cost in pursuing the route in red; the tunnel cutting versus the steel trestle iron bridge?—I have not gone into it carefully, but I shouldn't think there would be very much difference. I should say, if anything, the cutting would be cheaper.

A steel trestle viaduct is very costly?—It is rather expensive.

If the question of cost is material, do I understand you to expect that the line there would be no greater cost on the red route?—Yes.

By the Hon. Mr. POLLOCK: Can you suggest, Mr. Denison, any method for carrying a tram along the proposed blue route other than the steel trestle viaduct which would cause less noise?—Concrete arches might be erected.

Do you think that would be more expensive?—I think it would be much more expensive.

By His EXCELLENCY: Would the noise still be so great as to inconvenience people in the cathedral?—Yes, your Excellency. I think the pulleys alone would be sufficient to inconvenience them.

Even on the present tramway the noise is rather excessive.

By the ATTORNEY-GENERAL: Would the noise on the proposed tramway be greater than that caused by the electric trams in the streets?—Yes.

By the COLONIAL SECRETARY: Are you a member of the Union Church, Mr. Denison?—No.

Have you ever attended divine service there?—Yes.

Did you suffer any inconvenience from the noise of the pulleys on the Peak tramway?—I don't remember doing so, but the line there is straight, and on the solid.

Do you know the distance between the Union Church building and the central line of the Peak tramway?—I should say about 30 or 40 feet.

And the distance in this case is said to be 80 yards.

SIR HENRY BAKERLEY—240 feet from the cathedral, and 60 feet from the houses.

By SIR HENRY BAKERLEY: The Peak tramway at that part passes over the street?—Yes, but the cars just there travel very slowly. The car is opposite the compressor, so there is scarcely any noise.

The Union Church is a Protestant Church, isn't it?—Yes.

And there are no masses and confessions?—No.

By the Hon. Mr. SLADE: With regard to the privacy, couldn't that objection be easily obviated by a screen or barricade run up alongside the line to prevent people in cars looking into those houses?—Yes.

By the Hon. Mr. HEWITT: But that would block out a good deal of the view of the gardens?—Yes.

You stated just now that you thought a cutting would be cheaper than trestles. Can you give the committee any idea of the difference between the trestle and the tunnel scheme?—I have not gone into it.

By the DIRECTOR OF PUBLIC WORKS: Your firm, Mr. Denison, were the original engineers engaged on this scheme, were they not?—Yes.

And the alignment shown on that plan on red is the alignment originally proposed by you, I think?—Yes.

And that was absolutely refused by Sir Matthew Nathan when he was governor, was it not?—I don't know. It was not here at the time.

You know you were required to prepare another scheme giving a different route?—No, I understand the route was the same. As a matter of fact the route was devoted to some extent.

You referred to the noise a train makes in passing such a bridge as the North bridge; is that not an exaggerated comparison?—A train would make much more noise than a tram. Eight carriages will make more noise than a tram.

And the weight of carriages will be immensely greater than a tram?—Yes, I should say a train would be slightly heavier. But in this case there is not only the carriage wheels, but pulleys.

You don't anticipate hearing this noise a mile off?—No, but if the line was half a mile away it would make a very loud noise in the cathedral.

You think it would be heard half a mile away?—Yes.

As regards the privacy of the houses, is there not a path in the gardens at the present time just about on a level with the principal rooms in these houses?—Yes, but it is almost entirely hidden by trees.

Wouldn't the trees interfere between the tramway and the houses quite as much as between the path and the houses?—No, I think to make the tramway you will have to cut down these trees.

You agree that the pathway overlooks the house to at least as great an extent as the

tramway would?—I don't think so. A certain number of trees must be cut down to make the tramway.

All the trees are between the pathway and the houses, and the tramway will be on the further side of the pathway from the houses, so that if the trees interfere between the pathway and the houses they must interfere between the tramway and the houses?—To a certain extent.

Anybody could stand in that pathway and look into the houses as much as they pleased?—Yes.

Whereas on the tramway the tram would whisk them past at a considerable rate?—That is so.

And the tramway will also be at a greater elevation than the pathway, so the principal view passengers will get will be at the tops of these houses?—I think you said just now that the pathway was higher than the tramway.

The Director of Public Works—No, the tramway is higher than the pathway.

Mr. DENISON—And you get a better view of the bedrooms.

SIR HENRY BAKERLEY—Your Excellency, the first observation I will make is that no evidence has been called here to support the suggestions of the Director of Public Works, and I take it that the evidence of Mr. Denison makes it clear that as far as the privacy of these houses goes, they will be open to the view of persons in the trams every day; and trams will be passing to and fro every ten minutes or quarter of an hour.

The evidence of Mr. Denison seems to me to indicate that must be necessary for the destruction of any such screen as is provided by the trees now growing along the proposed line of route. It is not altogether fair for the case of the petitioner that the Director of Public Works should take part in the discussion and vote after dragging in evidence, without being cross-examined. He gives an expression of his opinion, but there is no evidence of it before the committee, and it ought not to have weight against the opinion of an expert of equal standing in the profession to himself, although not an official.

The evidence of Mr. Denison on the point that the passing of the tramline along the blue route will expose the inhabitants of these houses is based on common sense. The evidence of the Director of Public Works is based on the assumption, unwarranted by the evidence before the committee, that a number of trees will be left as a screen between the cars and the houses.

I need hardly remind the committee that in dealing with an application of this kind they should approach it with a judicial mind. The committee will consider the suggestions made, and will not be in any way swayed or influenced by any suggestions not based upon the evidence. I am submitting to the committee that the suggestions shadowed in the cross-examination of the Director of Public Works are based on assumption, and have no evidence to support them.

Sir, I would also ask the committee not to be influenced by what I cannot help describing as an unfortunate allusion by the Director of Public Works to the late Governor, Sir Matthew Nathan. This late Governor, Sir Matthew Nathan, on this committee is not to decide a question which affects deeply the feelings of 7,000 of the inhabitants of this Colony by any conceived notions of Sir Matthew Nathan on this point. Because Sir Matthew Nathan disapproved of this particular route, it is not to say that this committee will disapprove of it. Sir, it is hardly fair for the Director of Public Works to refer to the respected name of our former highly esteemed Governor, and I confidently believe, when you come to the consideration of this petition, that the committee will not in any way consider what may have been the opinion of some former governor, because, if Sir Matthew Nathan had not heard this petition he would not have changed his mind. Sir, I will pass from that, because I have called it what I believe it to be, an inadvertence. It was an unfortunate allusion to make to a committee having a majority of officials, and a very unhappy one for the feelings of those who come before the committee, but I feel certain it will not affect the official mind. Besides, I trust your Excellency will recollect, and I am sure you will, that this is a private Bill. The committee will not vote upon this Bill as if it were an important public measure. The allusion, I suppose, was made for some purpose. I take it that one of the standing in the Council of the Director of Public Works would not make an allusion like that without some object; therefore I am bound to comment upon it. I can only suppose that he asked that question for a purpose, the object being to impress the committee unfavourably, so I appeal to members to decide this question altogether apart from any personal opinion. Sir, I said the committee will not be swayed by the allusion, but the Bishop has told us that the cathedral was removed to its present site for the purpose of securing that which will be taken from worshippers if the railway passes over this present bridge, namely, peace and quietness in observance of religious performances. He told us that when he first came here 22 years ago the cathedral was in Wellington Street, but as the town increased the noise became distracting, and they removed to the place where they now are. We have been told that the site for 22 years, and I do appeal to you to preserve to us that which we have had for 22 years unless there are any urgent public reasons why it should be taken away. We appeal to the committee for consideration treatment when a scheme is proposed which will deprive us of that, and a scheme which is in no sense necessary for the undertaking projected. We are only opposed to that portion of the tramway which is proposed to carry over the trestle bridge. If there were no other way of going to the Peak except over that trestle bridge, it should be silent, but when there is an alternative route which will give us the quiet that is desired, and leave us in peace, I do ask that that route should be insisted upon. This is a private undertaking for the purpose of putting money into the pockets of these promoting the tramway; it is a speculation, nothing more or less. It will be useful to the public no doubt, but still it is a private speculation, and absolutely a matter of pounds, shillings and pence. I say you ought not to disturb the peace, quiet and calm which should reign, and which, hitherto has reigned in this vicinity, and I appeal finally to the committee not to do so, because if you do what is proposed to be done we are absolutely left without a remedy. We could not get compensation, because the work was authorised by the legislature. I thank you gentlemen of the committee for hearing me. I trust that the reasons I have mentioned may be deemed by you sufficient to warrant your coming to the conclusion that the route as proposed ought not to be assented to.

Counsel and the witnesses then withdrew.

His EXCELLENCY—Gentlemen. The motion before the Council refers to a bill which was introduced a good many years ago. The Council is not in committee as was supposed by the learned gentleman who has just left. The motion is whether we shall go into committee or refer the Bill to the Law Committee. We are still in Council. The Bill was introduced several years ago under circumstances which are very different to those which exist to-day. The differences are these: When the proposal was first made it was under-

stood that the tramway would be competitive with the one already existing. Since then I understand an amalgamation has taken place. Secondly, it was proposed that it should traverse a different route to that suggested to-day. In the third place, since this bill passed its second reading it had been very considerably altered in many details. It is therefore, I think, permissible to discuss the general principle on this motion to go into committee. I think it is better to discuss it now than on the third reading, since, if we passed this motion, learned members of the Law Committee would be nullified when they came to deal with it. We have also to consider the petition laid before the Council to-day, and spoken to by the learned counsel who has just left the room. I propose further to say a word or two with regard to my position in regard to this bill. It appears to me that the principle involved in this bill is one, if I may so express it, of estoppel against utility. If it is clearly understood by this Council that the community consider this tramway is necessary for the business and for the general purposes of the colony no doubt this private bill will be put through. If, on the other hand, it is considered not to be so, we must bear in mind that one of the most beautiful parts of the island will be disfigured by the carrying out of the project. I should regret extremely from that point of view to see a tramway on fifty feet trestles carried through the Glen Valley, but Hongkong does not depend for its prosperity on its scenery, or we should not hear so much of trade depression. Residents generally come here for other purposes than to view the scenery, so it remains for us to say whether or not the tramway is really required for the convenience and business of the colony. No doubt many of the unofficial members will be able to reflect opinions which are held in the community with regard to this project. As it is a private bill, and it is not its second reading all members of the council will be able to vote upon it entirely unfettered, and to give their own personal opinion as to whether or not it should be carried through. The bill is a very long one and there are connected with it various plans which require a good deal of study, and which have not been reproduced to the council, and I therefore do not propose to put the motion to the vote to-day but to adjourn this debate after those who wish to speak have done so until our next meeting. As regards the petition which we have just listened, it is perhaps premature to have heard that on the motion now before the Council. It should rather, I think, have come after the Council goes into committee to discuss the second clause of the Bill which deals with the question which route the tram should take. The point which we now have to consider is the general principle of the bill as to whether or not there should be a tramway. It will be time enough to consider in committee when some of the clauses are under discussion. This route in red which has been alluded to involves the cutting off of a considerable portion of the Public Gardens and some exceedingly deep cuttings which I speak under correction—I think will be something like 40 or 60 feet deep and which will require considerable cutting away over the slope of the embankment. I understand that the substitution for them of a tunnel is not from an engineering point of view possible because in order not to kill the trees it would be necessary to go to a depth of 15 to 20 feet, and 15 feet is the minimum depth of grading they could pass. The line in blue has been selected in the alternative as inflicting least injury on the Public Gardens but as I have said these questions as to details of the different routes more properly belong to the discussion on clause three, if we agree to the general principle of having this tramway. The institution of this scheme I believe interfered with the extension of the existing tramway which would otherwise have been carried down to Queen's Road, and I think I am right in saying that arrangement has practically been completed with the Military Authorities for the acquisition of certain lands belonging to them required for that purpose.

Hon. Mr. HEWITT—Your Excellency—You spoke just now of having a discussion this afternoon as to the working of this Bill on the motion to go into committee and afterwards I understood you to say we should have a discussion at next meeting. Would it not be better to hold over the whole discussion until next week? My suggestion for doing that is the statement of some counsel, and as the remarks made by yourself and by counsel are distinctly of an educational nature I think it would be very much to the advantage of unofficial members of the Council if we have a further opportunity of considering them and also of finding out current opinion as the bill has not been discussed for over a year.

His EXCELLENCY—I will be glad to adjourn the discussion until next meeting.

SMALL DEBT COURT ORDINANCE. The ATTORNEY-GENERAL moved the third reading of the Bill entitled "An Ordinance to empower a Magistrate to hold a Small Debt Court in the New Territories and to regulate the proceedings in relation thereto."—In doing so, he said—I have nothing further to say with regard to it, Sir, except that in the preliminary title the word debt should read "debts."

The COLONIAL SECRETARY seconded and the Bill was read a third time and passed.

MAJESTY'S ORDINANCE AMENDMENT. The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled "An Ordinance to amend the Magistrates Ordinance, 1890 and to effect certain other amendments in the Criminal Law."

In doing so, he said—With reference, Sir, to this order it will be in the recollection of the committee that at the last meeting two of the clauses stood adjourned for consideration, the first of which is the clause relating to stocks. It was pointed out at that time, Sir, by the hon. and learned member opposite having regard to the phraseology proposed to be adopted in the new clause, that there were certain ordinances declared by virtue of this Ordinance to be inoperative. I have had opportunity, with your Excellency's sanction, to confer with the hon. and learned gentleman upon those points and have arrived at the conclusion, to meet what he desires in the matter, that the clause should be amended to make it perfectly clear that the particular ordinances mentioned are not to be included within the scope of the amendment imposed by stocks. That being so, Sir, I propose to omit clause 3, and to insert a new clause altogether, and I have so drafted this clause as to make it perfectly clear in future as to what offences stocks should apply. Instead of amending the principal ordinance I have prepared a new clause, and propose to set out as a schedule to the bill the four ordinances to which the hon. gentleman referred. That will clear up the question entirely. I propose to leave out clause 3 and substitute the following section (reads). That exactly repeats the second existing section of the Ordinance. And with the amendment we have inserted here. And I also propose this proviso (reads). I may say that the hon. gentleman took exception to certain other ordinances, but as I have already pointed out to him, they are not ordinances which come within the jurisdiction of the bill. Personally speaking I don't think these four ordinances are really of such a character that a magistrate could impose stocks. In-

asmuch as the law stands at present it is just as well to make it clear. The four Ordinances are: The Medical Registration Ordinance of 1884, the Statutory Declarations Ordinance of 1893, the Sale of Food and Drugs Ordinance of 1896 and the Stamp Ordinance of 1901.

Hon. Dr. Ho Kai—Sir, I support the amendment proposed by the learned Attorney-General. I think the new section is certainly an improvement on the one struck out.

Clause 5 as amended then became part of the Bill.

His EXCELLENCY—The only other clause which has been held over in this Bill is the first subsection of clause 7. I agreed to hold that over for discussion at this meeting at the instance of the senior unofficial member, and I have taken the opportunity given last week of discussing the subject again with the Executive Council. I find that the majority of that council are of opinion that the legislation proposed is reasonable and proper, in view especially of the pledge which I gave to the Council in committee that no regulation would be passed for a period of six months, during which time we should take steps to educate Chinese opinion both by posting notices and also by including the subject in the lectures delivered on sanitation and hygiene by Chinese lecturers. We have passed the second reading of the bill already, and there is no amendment at present before the committee. I would remind the committee that the amended clause as it stands does not make spitting a nuisance. It does not enact any prohibition whatever against it at the present time nor does it empower the Governor-in-Council to make it an offence. All that it does is to empower the Governor-in-Council, if necessary, should arise in the future, to compel persons to spit discreetly, that is to say in drains and spittoons so that the habit should not be a danger to the public health. During the discussion on the Public Health and Buildings Ordinance on various other occasions I think I have given evidence to the Council that I most heartily desire the cooperation of the Chinese in all measures of sanitary reform in the colony. It has been the burl of every address I have made on this subject, and I think that the Executive Council not to act in any way prejudicial to that idea. The discussions which take place in this Council and their echoes outside and I would therefore deprecate observations which tend in opposite directions. The principle I have supported is that we should seek the co-operation of the Chinese in all our measures of sanitary reform and there is nothing in my mind in the amendment before the Council which is opposed to that principle.

Hon. Dr. Ho Kai—Sir, I think since your Excellency has gone so far as to promise that for the next six months at least no step will be taken to make spitting a criminal offence, that it would perhaps be better still if your Excellency would allow certain measures to be carried out and at the end of that time see what effect they had. Then we would be in a position to know if non-success attended our efforts to legislate. It has this advantage: First of all we would say to the public that we would like to have spitting on floors in certain places stopped, and if it is not stopped in a certain time we shall have to pass compulsory measures. I think suitable measures might be devised and carried out. Then we would be in a position to know how far we have succeeded or how far we have failed and what measures we should adopt to achieve success. For this reason, Sir, I move that this clause be struck out altogether for the time. It can be made the subject of distinct legislation afterwards.

Hon. Mr. Wai Yik seconded.

Hon. Mr. POLLOCK—Sir, I entirely support what has been said by the hon. senior unofficial member and I agree with the majority of the unofficial members of this Council that the time is not ripe for even granting power to the Governor-in-Council to make regulations with regard to spitting. As your Excellency said the other day this matter has been discussed in the Sanitary Board for some time past, but up to the present moment so far as I am aware, no educational steps have been taken. There has not, so far as I am aware, been any attempt either public or private to provide any receptacles for people to spit in. Therefore, Sir, I think I am quite correct in saying that educational measures have not begun at all and I think, Sir, that it is very necessary that some power be taken to actually bring legislation in force, that first of all educational measures should be tried. I deprecate any legislation or any power to legislate in this matter being conferred on this Council at the present moment until it can be seen, as the hon. senior unofficial member has stated, what can be done in the way of education. As I put it now receptacles should be provided for Chinese to spit in. That seems to me the obvious preliminary measure before stating that spitting shall be an offence or making any regulation regarding it. Therefore, Sir, I hope your Excellency will yield to the wish expressed by all the unofficial members of this Council except the hon. member who represents the Chamber of Commerce and that you will allow this clause to be deleted altogether.

Hon. Mr. SLADE—Sir, I quite agree with what has been said on this point and I think a great deal can be done in this matter privately, and without Government regulations at all. An instance was given to me only a few days ago by a gentleman here. He objected to the state of his stairs and put the matter before his Chinese staff. He had notices put up and within two or three days the nuisance was very nearly, if not entirely, done away with. One person can do that I think it can be done in all offices and public buildings. If it is found that it is of no value, then the time will come for the Government to take the matter in hand.

The COLONIAL SECRETARY—Sir, I think there is a misapprehension regarding the absence of educational measures. Such have been taken during several months past and it strikes me, Sir, that the question having been raised it is much better to deal with it as proposed and take power. There is no use in threatening a man with an unloaded gun. If you want to threaten him you have got to load the gun first. That is all this Bill proposes to do. We say if you don't give up a certain habit you will make it necessary for us to legislate. It appears to be the opinion on the part of the Chinese and unofficial members that this section is directed against the Chinese. In my experience Chinese are by no means the principal offenders. I think the hon. Captain Superintendent of Police will have to educate his Indian police constables or he will have them run in. They are, in my experience, quite as bad offenders as any man wearing a queue in this habit of spitting. I don't think, Sir, that private educational measures would be effective. In my opinion the places where the habit is most apparent are the public wharves of the colony. In the summer time many of us go bathing from Queen's Statue Pier and that place is absolutely a disgrace. It is covered with spittle and spit out sugar cane and other deposits of even a more objectionable nature. If I trust that the educational measures of the Registrar-General and the Captain Superintendent of Police may result in cleansing that wharf. I cannot see any objection to the clause as it stands. As education goes on it will not

be enforced. If education does not go on then it will be admitted that in certain localities some action will be necessary.

Hon. Dr. Ho Kai—What is the difference between legislating after six months and making the law now and not exercising it for six months?

The COLONIAL SECRETARY—The Ordinance is here and we have a convenient place to put it in. As I said we are much more likely to succeed than if people don't know.

Hon. Dr. Ho Kai—But they do know. If education does not improve matters, legislative measures can be passed. I do not know that it is peculiar to the Chinese but, like other people, they like to be led rather than to be driven. If you pass the clause now you publicly apply the whip. Why not have the clause left out and at the end of six months after other measures have been tried, then legislate when they are proved unsuccessful. If they are successful we will not have to burden our Statutes with any clause empowering legislation on the subject.

His EXCELLENCY—We are not obliged to introduce any legislation until the end of six months. You wish us to pledge ourselves to introduce legislation at the end of six months. We say legislation may at any time be introduced, but I have given a pledge that for six months it shall not be introduced.

Hon. Mr. GRESSON—Is not that in the nature of a threat, Sir? The very thing we want to avoid. The Chinese do not understand these things very clearly and will say the Government are doing their best to molest us in every possible way. They are going to introduce a bill to put us into prison for spitting. We don't wish the Chinese in Hongkong to think that we are going to threaten them.

Hon. Mr. POLLOCK—I understood your Excellency to say just now that members of the Executive Council were not unanimous on this point. I would point out to your Excellency that a very large majority of the unofficials are against the introduction of this measure at the present moment.

The COLONIAL SECRETARY—Sir, the parties that the hon. member represents are at cross purposes. One half want the clause struck out altogether, while the Chinese members say give us six months' grace, and if the habit is not stopped, then legislate.

Hon. Dr. Ho Kai—I did not say that. I said if it is not stopped then it will be time for you to pass regulations.

His EXCELLENCY—I have already said that before any regulations are issued steps will be taken.

Hon. Dr. Ho Kai—Then do away with the measure and the Chinese will see that the Government want their co-operation without holding up the whip. Only ask your Excellency to give us six months' grace, getting their co-operation without legislative compulsion.

His EXCELLENCY—The principle has been already decided and I am not prepared to go back on that principle. There is no amendment before the committee.

Hon. Dr. Ho Kai—There is an amendment. The COLONIAL TREASURER—This is a bill to make various amendments in the law and this happens to be one of them. There is no principle involved in the Bill.

His EXCELLENCY—I will put the amendment by the senior unofficial member that this clause be deleted.

The amendment was put, the voting being as follows: Ayes—Hon. Mr. Slade, Hon. Mr. Gresson, Hon. Mr. Pollock, Hon. Mr. Wei Yik, and Hon. Dr. Ho Kai. Noes—Hon. Mr. Hewitt, Captain Superintendent of Police, the Registrar General, the Director of Public Works, the Colonial Treasurer, the Attorney General, the Colonial Secretary and the General Officer Commanding.

His EXCELLENCY—The ayes have it by eight votes to five.

Hon. Dr. Ho Kai proposed a new section to take the place of the section under debate. It proposed to give power to the Governor-in-Council to make regulations with regard to places where spitting would be prohibited.

Hon. Mr. HEWITT asked if it was expected that a man should provide spittoons for use in his own office.

The COLONIAL SECRETARY replied that there was no precedent for such a provision.

Hon. Mr. GRESSON remarked that the carrying out of this law was going to cause more trouble than all the spitting of which we complained.

Hon. Dr. Ho Kai said he found nothing on the statute book of England with regard to spitting.

The COLONIAL SECRETARY—England is so well educated that it is not necessary.

Hon. Mr. POLLOCK suggested that the last clause of the amendment should be amended by adding a clause to the effect that the provisions should be submitted to the Legislative Council for approval, and that they should be printed in English and Chinese in the Gazette.

The COLONIAL TREASURER pointed out that it would be absurd to have the decisions of the Executive Council referred back again to the Legislative Council.

Hon. Mr. POLLOCK asked if it was proposed to make the Executive Council a star chamber so that its actions should not be the subject of criticism in the Legislative Council.

His EXCELLENCY added that anything the Governor-in-Council did was done in virtue of the powers given by the Legislative Council.

Hon. Mr. POLLOCK said there was no reason why the ultimate expression of all wisdom should lie in the Executive Council.

His EXCELLENCY—Very limited powers are given by the Legislative Council to the Governor-in-Council. In making regulations, the minimum penalty is to be \$35.

Hon. Mr. POLLOCK—I am not referring to the penalty. It is a question of assuming rights in a manner which has aroused a great deal of controversy.

The COLONIAL SECRETARY—Can you quote any precedent?

Hon. Mr. POLLOCK—It does not require any precedent.

The first part of Hon. Dr. Ho Kai's amendment, relating to the prohibition of spitting in certain places, was accepted by the Government. The second part, with regard to the provision of spittoons in offices and other public places for the convenience of visitors, was voted upon. Only the Hon. Mr. Wei Yik and Hon. Dr. Ho Kai supported it, all the other members voting against it. The third part with regard to the Interpretation Ordinance was withdrawn.

The Hon. Mr. POLLOCK's amendment, making it necessary that the regulation should receive the approval of the Legislative Council, was next considered.

His EXCELLENCY—I am afraid the Government cannot accept that amendment. If power is given to the Governor-in-Council to make these regulations it will be creating a wrong impression to refer it again to the Legislative Council.

Hon. Mr. POLLOCK asked for a division, and the voting resulted: "Noes," Hon. Mr. Slade, Hon. Mr. Hewitt, Captain Superintendent of Police, Registrar-General, Director of Public Works, Colonial Treasurer, Attorney-General, Colonial Secretary and General Officer Commanding: "Ayes," Hon. Dr. Ho Kai, Hon. Mr. Wei Yik, Hon. Mr. Gresson and Hon. Mr. Pollock.

His EXCELLENCY—As education goes on it will not

be enforced. If education does not go on then it will be admitted that in certain localities some action will be necessary.

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Hon. Mr. POLLOCK—I understood your Excellency to say just now that members of the Executive Council were not unanimous on this point. I would point out to your Excellency that a very large majority of the unofficials are against the introduction of this measure at the present moment.

NOTICE

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late of Victoria in the Colony of Hong-
kong, Mercantile Assistant, deceased.

NOTICE IS HEREBY GIVEN that the
Court has, this day, by virtue of Section
58 of Ordinance No. 3 of 1897 (Probate Ordinance,
1897) made an Order limiting the time for
Creditors and others to send in their Claims
against the above estate to the 20th January, 1909.
All Creditors and other persons having Claims
against the above estate are hereby required to
send Particulars of the same to the Vice Consul
for Norway, Hongkong, before that date.
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Solicitors for the Administrator. [1615]

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TUESDAY, Dec. 22nd,
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Hongkong, 8th December, 1908. [1650]

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IN THE SUPREME COURT OF HONGKONG:
ORIGINAL JURISDICTION.
Action No. 21 of 1908.

PARTICULARS AND CONDITIONS OF SALE
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Noon, by Mr. GEO. P. LAMBERT,
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**UNDER the direction of ARATHOON
BETH, Esquire, I.R.O., the Registrar
of the Supreme Court of Hongkong, pursuant
to an Order of the said Court made in the above
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Section "D" of Marine Lot No. 81,
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To be held at the
CITY HALL (St. Andrew's).

**TO-DAY (FRIDAY) AND TO-MORROW
(SATURDAY),**
the 18th and 19th December, 1908.

Admission 50 Cents.

Proceeds to be divided between the Hongkong
Beneficent Society and The
Tung Wah Hospital.

Hongkong, 12th December, 1908. [1656]

DR. M. H. CHAUN.

**THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.**
33, QUEEN'S ROAD CENTRAL,
Hongkong, 17th April, 1907. [1261]

SUN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1327]

REQUIRED.

A GOVERNESS, daily or otherwise, for
Three Children under Twelve. Usual
English subjects. Elementary French and
Music.
Apply—Care of "Daily Press" Office.
Hongkong, 17th December, 1908. [1673]

FOR SALE. A Quantity of NETTING
for TENNIS COURTS, etc., at less
than half cost.

TABLE BILLIARD SETS, SLATS BEDS, from
\$40.00. May be seen by appointment.

CHINA EXPRESS CO.,
3, DUDDELL STREET.
Hongkong, 28th November, 1908. [1050]

SINGON & CO.

**IRON, STEEL, METAL AND HARD-
WARE MERCHANTS.** Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [660]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong, 1st April, 1908. [43]

MITSU BISHI GOSHI KAISEI

(MITSU BISHI CO.)

COAL DEPARTMENT.

**SOLE PROPRIETORS OF TAKASIMA,
OCHI, HOJO, NAMAZUTA, SAYO,
SHINNEW, and KAMUYAMADA,
Collieries.**

**SOLE AGENTS FOR
KISHIDAKE, MIYAO, and KIGYO
KOMATSU Coals.**

**HEAD OFFICE—MARUNOUCHI,
TOKYO.**

**BRANCH OFFICES—NAGASAKI,
MOJI, KASATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.**

Cable addresses for above, "IWASAKI"
Codes, AL ABC 5th Ed., Western Union.

**AGENTS:—
YOKOHAMA: M. ASADA, Esq.;
CHINKIANG: Messrs. GEARING & Co.;
MANILA: Messrs. MACDONALD & Co.**
For Particulars apply to
**H. OISHI,
No. 2, Pedder Street, Hongkong.
Hongkong, 7th August, 1908. [716]**

TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 1st December, 1908. [823]

**GODOWN in Wanchai, 100 by 50, 85 per
month; also open air space adjoining 125
by 100.**

Apply to—Care of "Daily Press" Office.
Hongkong, 11th December, 1908. [1655]

TO LET

TO LET.

**OFFICES and ROOMS on the 1st and
2nd Floors of No. 14, Des Voeux Road
Central (formerly occupied by Messrs.
SHEWAN TOMES & Co.)**

Apply to—
**THE COMPAGNIE DEPARTEMENT,
E. D. SASSOON & CO.,
Queen's Road Central.**
Hongkong, 10th June, 1908. [947]

TO LET

**ROOMS in HOTEL MANSIONS, suitable for
Offices or Chambers.**

Apply to—
**HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 11th November, 1908. [1530]**

TO LET

**FURNISHED. THE BLUE, No. 107,
the Peak. 5-Roomed. Bungalow with
Tennis Courts. March to July, \$200 a month
inclusive.**

Apply—
**L. GIBBS,
Beaconsfield Road,
Hongkong, 14th November, 1908. [1637]**

TO LET

TO LET.

COAL YARD. Immediate Possession.
A PORTION OF THE COMPOUND OF
Marine Lot No. 42, Wanchai, Praya East.
Apply to—
**N. MODY & CO.,
Hongkong, 23rd July, 1908. [1542]**

TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—
**CHATER & MODY,
Victoria Buildings,
Hongkong, 19th October, 1908. [1452]**

TO LET.

"CRAGSIDE," BARKER ROAD, PEAK.
Furnished, from 17th March next.

Apply—
**A. H. SKELTON,
Lane, Crawford & Co.,
Hongkong, 23rd November, 1908. [1597]**

TO LET.

TO BE LET, a Portion of MARINE LOT
No. 235 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
45,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
**GEO. FENWICK & Co., LTD.,
Hongkong, 8th June, 1906. [84]**

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RYTON TERRACE.
No. 10, DES VOEUX ROAD CENTRAL,
1st floor.

"HATHERLEIGH" Conduit Road.
OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, Des Voeux Road
next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1908. [86]**

TO LET.

**A BERTHOLWYN, PRAK ROAD, from
1st March next. Excellently furnished.
Hot and Cold Water laid on. Tennis Court
and Swimming Bath.**

Apply to—
**HUMPHREYS ESTATE AND
FINANCE CO., LTD.
Hongkong, 5th October, 1908. [1372]**

TO LET.

NO. 52, CAINE ROAD.

Apply to—
**SAM WANG CO. LTD.,
81, Queen's Road Central,
Hongkong, 30th September, 1908. [90]**

TO LET.

FROM 1st MAY.

**KOWLOON MARINE LOT 43, Yau Ma
Tei. Area 85,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.**

Apply to—
**HUMPHREYS ESTATE AND
FINANCE CO., LTD.
Hongkong, 18th January, 1908. [221]**

TO LET.

**2 BEACONSFIELD ARCADE, facing
the Parade Ground.**

A CROOMED HOUSE furnished or
unfurnished at the Peak.

**CHANG BYRNE, No. 4, Peak.
No. 55, BEACONSFIELD ARCADE, First Office
and Dwelling Room.**

**No. 15, QUEEN'S ROAD CENTRAL,
First & 2nd Floors (over Caldwell MacGregor).
OFFICES in Queen's Road Central.**

**HEIZHOUS TERRACE HOUSES,
ROBINSON ROAD.**

A GODOWN in Duddell Street.

Apply to—
**LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 27th November, 1908. [89]**

TO LET.

**FROM 1st March, 1909, a FURNISHED
HOUSE at No. 1, Gough Hill, the Peak.**

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1908. [1601]**

TO LET.

**ONE OFFICE ROOM, Third Floor, New
Praya 2, Opposite Murray Pier.**

Apply to—
**SCHULTZ & CO.,
Hongkong, 28th July, 1908. [1013]**

TO LET.

**"PUNG SHUI" 121 PLANTATION
ROAD THE PEAK.** The House
which is admirably situated and within easy
distance of the tram, is fully furnished, and
contains Drawing and Dining Rooms, Three
Large and One Small Bedrooms, Dressing and
Bath Rooms, Pantry, Kitchen and Laundry,
Servants' Quarters, Poultry House, Large
Vegetable Garden (planted with English seeds)
Flower Garden and Lawn.

For further particulars apply to—
**JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Voeux Road Central.
Hongkong, 6th November, 1908. [1536]**

TO LET.

**NO. 14, SEYMOUR TERRACE. Posses-
sion from 1st January, 1909.**

Apply to—
**THE COMPAGNIE DEPARTEMENT,
Messrs. GIBB, LIVINGSTON & Co.,
St. George's Building,
Hongkong, 2nd December, 1908. [1634]**

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
**SECRETARY,
A. B. WATSON & Co., Limited,
Hongkong, 23rd April, 1907. [91]**

BANKS

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000

RESERVE FUND \$1,200,000

RESERVE LIABILITIES OF PROPR-
TORS \$1,200,000

INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the Daily
balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3 " "
for 3 " 2 " "

**JOHN ARMSTRONG,
Manager.**
Hongkong, 14th May, 1908. [115]

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

AUTHORISED CAPITAL \$1,500,000

SUBSCRIBED 1,125,000

PAID-UP 1,125,000

RESERVE FUND 210,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	SUNDA	About 23rd Dec.	Freight and Passage.
and YOKOHAMA	Capt. G. M. Montford, R.N.R.		
SHANGHAI	ASSAYE	About 25th Dec.	Freight and Passage.
	Capt. C. L. Daniel		
LONDON VIA USUAL PORTS	DELTA	Noon, 26th Dec.	See Special of Call.
	Capt. B. W. H. Snow		
LONDON and ANTWERP	SICILIA	On 30th Dec.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. C. H. Watkins, R.N.R.		
SAID and MARSEILLES			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"HUPEH"	On 18th Dec., 10 A.M.
CEBU and ILOILO	"KAIKONG"	On 18th Dec., Noon.
TSINGTAU and CHEFOO	"NANCHANG"	On 19th Dec., 2 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TAIYUAN"	On 21st Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 21st Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.
MANILA	"HTEAN"	On 23rd Dec., 3 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 18th December, 1908.

BUTTERFIELD & SWIRE,
AGENTS

11

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA AMOY	"DALIN MARU"	SATURDAY, 19th Dec., at 2 P.M.
* TAMSUI VIA SWATOW	"JOSEPH MARU"	SUNDAY, 20th Dec., at 8 A.M.
* SHANGHAI VIA SWATOW	"BUJUN MARU"	TUESDAY, 22nd Dec., at 8 A.M.
* AMOY & FOCHOW	Capt. Y. FUSENO	at 8 A.M.
* ANPING VIA SWATOW	"SHOSHU MARU"	WEDNESDAY, 23rd Dec., at 8 A.M.
& AMOY	Capt. IYICHI	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th December, 1908.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOCHOW.	FRIDAY, 18th Dec., at Noon.
"HAIMUN"	SWATOW	SUNDAY, 20th Dec., at 10 A.M.
"HAICHING"	SWATOW, AMOY & FOCHOW.	TUESDAY, Dec., 22nd at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th December, 1908.

1579

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"KINGSANG"	Friday, 18th Dec., 4 P.M.
SHANGHAI	"WOSANG"	Friday, 18th Dec., 4 P.M.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SHANGHAI	"YATSHING"	Sunday, 20th Dec., 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 20th Dec., 4 P.M.
SHANGHAI	"KONSHING"	Monday, 21st Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 22nd Dec., 4 P.M.
SHANGHAI, TSINGTAU, WEI HAIWEI, CHEFOO & CHINGWANTAO.	"CHEONGSHING"	Wednesday, 23rd Dec., Noon.
MANILA	"YUENSANG"	Thursday, 24th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 26th Dec., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"FOOKSANG"	Monday, 11th Jan., Noon 09

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

For Freight or Passage, apply to—
HONGKONG, 18th December, 1908.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight. Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardesses. Unexcelled service. Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

[1599]



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	WAKASA MARU Capt. N. Nielsen.	6265	WEDNESDAY, 23rd Dec., at Daylight.
YOKOHAMA, KOBE, and SHANGHAI.	SADO MARU Capt. Geo. Anderson.	6227	WEDNESDAY, 6th Jan., 09 at Daylight.
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	"TOSA MARU" Capt. T. L. Harrison.	5828	TUESDAY, 22nd Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	"SHINANO MARU" Capt. K. Kawa.	6388	TUESDAY, 5th Jan., 09 at Noon.
SHANGHAI and KOBE.	NIKKO MARU Capt. A. E. Moses.	5539	THURSDAY, 24th Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Mathieson.	5076	FRIDAY, 22nd Jan., 09 at Noon.
KOBE and YOKOHAMA.	YETOROFU MARU Capt. K. Sato.	3949	TUESDAY, 22nd Dec., at Noon.
	KUMANO MARU Capt. N. Mathieson.	5076	WEDNESDAY, 23rd Dec., at Daylight.
	SANUKI MARU Capt. K. Homma.	6112	SATURDAY, 26th Dec., at Daylight.

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers' Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 17th December, 1908.

T. KUSUMOTO,
MANAGER.

356

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to
Hongkong, 10th December, 1908.

MELCHERS & CO.,
AGENTS.

6

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMeward.

OUTWARD.	FOR HAVRE, ROTTERDAM & HAMBURG:
For SHANGHAI, YOKOHAMA & KOBE:	S.S. SCANDIA 25th Dec.
S.S. ANDALUSIA ... 3rd Jan. 09	For HAVRE & HAMBURG: S.S. ISTRIA ... 11th Jan. 09
S.S. SLAVONIA ... 17th Jan. 09	For HAVRE & HAMBURG: S.S. BALCELONA ... 25th Jan. 09
S.S. SAXONIA ... 27th Jan. 09	For HAVRE & HAMBURG: S.S. C. FERD. LAEISZ 28th Jan. 09
S.S. SPEZIA ... 8th Febr. 09	For HAVRE & HAMBURG: S.S. SLAVONIA ... 22nd Febr. 09
	For HAVRE & HAMBURG: S.S. ANDALUSIA ... 27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

12



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila	On 19th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

14

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJMAHI	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP.	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the:

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 14th December, 1908.

Telephone No. 375.

18

PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.
LONDON - - - - - APRIL 24TH.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £105.14 RETURN.
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

[1600]

Hongkong, 24th November, 1908.

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 10TH.

Capt. G. ROTT.

"KLEIST" - - - - - 9,000 - ON MARCH 24TH.

Capt. R. MEYER.

"PRINZ LUDWIG" - - 9,630 - ON APRIL 7TH.

Capt. F. v. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

[1624]

Hongkong, 1st December, 1908.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KAMO MARU" (2377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchengtzun (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES.

BYOUN LINE—For Byoun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tushihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
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